

NOTES:

- 1. USE CURRENT EDITION OF THE AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS NOT SHOWN ON THIS STD DWG.
- 2. USE CURRENT EDITION OF THE AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS NOT SHOWN ON THIS STD DWG.
- 3. USE 4 FEET MINIMUM SHOULDER FOR RIGHT TURN DECELERATION LANE TAPER AND RIGHT TURN STORAGE LANE. MATCH EXISTING WIDTH OF SHOULDER, WITH A 4 FEET MINIMUM, AT ALL OTHER SHOULDER LOCATIONS.
- 4. STANDARDS SHOWN ARE RECOMMENDED VALUES. EXCEED STANDARDS IF CONDITIONS PERMIT.
- 5. USE STD DWG DD 14A FOR RIGHT TURN AND/OR LEFT TURN ACCELERATION LANES IF REQUIRED. USE "D" VALUES IN THIS STD DWG FOR DESIGN.
- 6. USE A 16 FEET MINIMUM ACCEPTANCE LANE FOR 50 FEET WITH A 15:1 TAPER WHEN RIGHT TURN ACCELERATION LANE IS NOT USED.
- 7. 12' LANE WIDTH DESIRABLE 10' MINIMUM LOW VOLUME.
- 8. SEE STD DWG ST 5 FOR INFORMATION ON STRIPING DETAILS.
- 9. FOR POSTED SPEED ≤ 40 MPH, USE L = $\frac{W}{6}$ L = TAPER LENGTH IN FEET W = WIDTH OF OFFSET IN FEET S = SPEED IN MPH
- 10. PROVIDE A TWO WAY LEFT TURN LANE CONNECTING ADJACENT ACCESS POINTS WHEN THEIR TAPERS OVERLAP, OR AS REQUIRED BY THE REGION TRAFFIC ENGINEER.
- 11. INCREASE VEHICLE STORAGE LENGTH AS DETERMINED BY ENGINEERING STUDY OR REGION TRAFFIC ENGINEER.

TABLE I						
MINIMUM LEVELS FOR INSTALLATION OF TURN AND ACCELERATION LANES ON TWO LANE ROADS						
SPEED	LEFT TURN LANE	RIGHT TURN LANE	RIGHT TURN ACCELERATION LANE			
40 MPH AND LESS	25 VPH	50 VPH	* OPTIONAL	*OPTIONAL		

* SEE NOTE 5.

"D" DISTANCE				
SPEED MPH	"D" FEET	3/4 "D" FEET		
25	325	245		
30	450	340		
35	550	415		
40	650	490		

SUPPLEMENTAL DRAWING

TYPICAL RURAL 2 LANE ROAD "TEE" INTERSECTION (LOW SPEED)

STD DWG

DD 14B

P

UTAH